The Marker Lamp

Volume 60 Number 1 Winter 2014

Convention Planning

A user's guide

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Accepting the Challenge

A private layout goes public

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The Marker Lamp

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The Lone Star Region of the
National Model Railroad Association

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The editorial policy of The Marker Lamp, the official publication of The Lone Star Region, shall be to contribute, wherever possible, to the promotion, growth and understanding of the hobby of Model Railroading, within the confines of good taste and responsibility. The Marker Lamp is published once each quarter by and for the members of The Lone Star Region of The National Model Railroad Association. Articles appearing in The Marker Lamp are the opinions of the authors and do not necessarily reflect the position or policies of the officers or membership of The Lone Star Region or The National Model Railroad Association. Address all correspondence, news, photos and drawings to the editor. All material will be gladly accepted and will be used depending on the availability of space and suitability of material. None will be returned unless a stamped, self-addressed envelope is provided. Correspondence relating to Pike Ads and Dealer Ads should be addressed to Donna Orr, 2625 Rolling Meadows Dr., Rockwall, TX 75087 (972) 722-4769 dlo-rls@sbcglobal.net.

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President's Message

by Steve Barkley

By now you will all have received your ballot for the 2014 election and package to register for the 2014 convention. Please take the time to vote and also to register for the 2014 convention.

Jack Merkel and his crew are putting together a great convention. It will be held June 4 – 8 at the Wingate Hotel and Convention Center in Round Rock, Texas. Here are some reasons why you should attend:

Come see your Model Railroad friends. The convention is a great time to catch up with modelers you may only see once per year at the convention.

Enjoy the Silent Auction. It makes its reappearance at this year's convention. Bring your surplus books and model railroad stuff to sell. Bid on the kits, engines, tools, books and other treasures that you really need for your layout. You may find that you bring home more than you sell. Flea markets are always fun!

Enter a model or photo in the contest. Others want to see your work! Your model will receive a numerical score. Even if your model does not win, if it scores 87.5 or higher it will qualify for the achievement program. Judges will happily suggest how you may improve the models that you do enter.

Some years ago I proudly entered a Northern Pacific stock car in the contest at the Houston Convention. Dave Wildin critiqued the model after the judging was done. He liked the cattle that I glued in the car but pointed out that the cattle were "too clean." For the next contest I weathered the cattle and also used some dark brown acrylic to add piles of manure to the car. It looked better! Entering your models is the best way to improve your modeling.

The Saturday night banquet is fun. The social hour is a great time to swap stories and buy raffle tickets. Who knows, you might win something! Enjoy the meal and see who wins the contests. Then go to the contest room and see how each model scored.

Layout tours. Round Rock is just north of Austin. There are a number of fine layouts in the Austin area and many of them will be open for tours. This will give you the chance to ask other modelers about their techniques. I learn something new from every layout that I visit.

Clinics. Model Railroad photography? There will be a clinic for that. Scratch building freight cars using styrene? There will be a clinic on that along with clinics on many other subjects dear to the hearts of serious and not so serious model railroaders.

Here's the web site address for the convention:
http://bluebonnetlimited.com/
Check for updates and follow the convention at
Twitter: @bluebonnet2014
Facebook: Bluebonnet Limited 2014

Bring your spouse and come join your friends in Round Rock for the convention June4-8, 2014. You will have a great time!

Help! (I need somebody)

By Riley Triggs

I have had a bunch of fun completing a full volume of the *Marker Lamp* and the process for producing and publishing it on the web site is now routine thanks to great submissions by the directors, chairs, and members.

With the basic publication process established, I would like to turn my attention towards the content. This year has seen some great support in content production from the directors' reports with the addition of color photos and more lengthy descriptions of activities. Furthermore, there have been some excellent articles submitted by active members on events, modeling techniques, awards recognition, etc. While this has led to full issues of interesting reading, there has been no surplus of material nor work in the pipeline from issue to issue. This puts each issue in a tenuous position for achieving a quality product.

To help alleviate this, I am looking to cultivate a small group of associate editors to help generate material in each division. One area I would like these associate editors to concentrate on is feature layout articles. I think getting to know the work and methods of our members will help better connect the region as well as provide interesting content for our readers. In addition, I will look to produce more content myself to round out coverage of our region.

I am also always looking for authors for individual articles as well. Writing is a great way to earn Achievement Program points as well as sharing knowledge and things of interest or just entertaining our members.

The *Marker Lamp* will continue to improve over this next year, and I am excited to see what the year will bring to its pages and to the Lone Star Region.

Riley

rileytriggs@gmail.com

Up The Tracks

By Bill Dryden NMRA & LSR Life Member

Here are upcoming events within the LSR of which I am aware. I will provide all the information YOU send me, or I can glean from other publications, websites, etc., for these events. Additional information may be available through the NMRA *Scale Rails* and/or various trade magazines or various websites. Also, note that all show times and dates are at the discretion of the sponsoring organization and are subject to change. Please forward any and all information about upcoming events or activities in your area, club, etc., to me via e-mail at bdr149@airmail.net. Column submission deadlines are the 15th of January, April, July and October; publication of the *Marker Lamp* is the middle of the following month.

Lone Star Region 63nd Annual Convention (2014)
The Lone Star Region NMRA 63rd Annual Convention will be held in Round Rock, June 4–June 8, 2014. Check the LSR website http://www.lonestarregion.com/convention.shtml Come all!! PARTICIPATE!!!

RECURRING EVENTS AND MEETINGS

LSR Division 3 - Northeast Texas Division - Garland
South Branch of the Library located at 4845 Broadway Blvd. in Garland, TX. Third Saturday of each month. Occasionally the day or branch changes due to scheduling conflicts so pay close attention to the e-mail meeting notices that go out a week before the meeting. For more information contact Jerry Hoverson at jhoverson@tx.rr.com or check the Division 3 Page on the LSR website

Alamo Model Railroad Engineers - San Antonio
The Alamo Model Railroad Engineers meets the 2nd Friday of the month at 7:30 p.m. in the Zucht Building at the Texas Transportation Museum, 11791 Wetmore Rd., San Antonio TX. For more information call Peter Shavney (210) 317-3661 or Gene Turner (210) 355-2777; or visit the web site www.alamomodelrailroadengineers.com.

Houston Area Live Steamers -Houston
HALS has over 9,000 feet of track for you to enjoy and ride on most any Saturday of the year. Someone is usually there every Saturday with special run, operations, waybills/timetable, work and fun run days scheduled throughout the year. Our public run days are the third Saturday of the month March through November. Come see our 2,500 foot expansion in Phase 4. Model Railroaders (any scale) are welcome to attend most any time. Check our web site out at www.hals.org for schedule of events or e-mail Peter Bryan at peterb@pdq.net for more information.

North Texas Council of Railroad Clubs - Irving
The North Texas Council of Railroad Clubs (NTC) meets the third Tuesday of the month. Visit the website www.dfwtrainshows.com for more information about the NTC, its meeting site or member clubs.

New Braunfels Railroad Museum
Kids Fun Day is held on the 1st and 3rd Saturday of each month, 10:00 am to 2:00 pm. New Braunfels Railroad Museum, 302 South San Antonio Street, in the 1907 Restored Railroad Depot; New Braunfels, TX. Museum phone (830) 627-2447. Kids of all ages will have the opportunity to run model trains and become a Jr. Engineer. Also among the displays at the Kids Fun Day will be a large US Army Model Garden (G) Scale and Lego Trains. Visit our Steam Engine, Caboose, Dining Car (available for Birthday Parties) and Box Car. There will be other fun, train related activities, additional model trains, train artifacts, our 1907 depot are on display. The Railroad Museum opens at 10:00 am on Saturdays. For field trip scheduling and more information, call Howard Young (210) 542-6121, or visit us at www.nbrrm.org.

EVENTS AND SHOWS

February
15th Greater Houston Train Show; 10:00 a.m. to 5:00 p.m.; Adults $6, Children 12–18 $1; under 12 Free ($12 Family max.); Stafford Centre, 10505 Cash Road @ Murphey Road, Stafford, TX.For more information: Steve Sandifer (281) 568-9918 or Steve.Sandifer@sbcglobal.net.

March
1st - 2nd Longview Model Train Show, sponsored by the Junction and East Texas Train Society; Sat. 10 a.m. to 5:00 p.m., Sun. 10 a.m. to 4:00 p.m.Adults $8, Children 12 & under Free.Fairgrounds Exhibition Building, 100 Grand Boulevard, Longview TX.For more information: Bill Pyle (903) 522-1281 or wpyle@cableynx.com.

16th – 17th New Braunfels 37th Annual Train Show Jamboree; Sat. 10 a.m. to 5:00 p.m., Sun. 10 a.m. to 4:00 p.m.; Adults $7, Children $2 (5 – 17), under 5 Free;New Braunfels Civic Center, 375 S. Castell Ave., New Braunfels, TX.For additional information, www.nbrrm.org.

April
4th-6th Brownwood, Tx. Free-MO event at the Brownwood Depot & Harvey House. Jim Howell 325-646-6137, jahowell1bwd@yahoo.com

May
3rd Spring Bloom Garden Railroad Tour, sponsored by Texas Garden Railroads.For more information: www.windypoint.com/springbloom.

3rd – 4th Cotton Belt Train Show; Sat. 10:00 a.m. to 5:00 p.m.,Sun. 10:00 am to 4:00 p.m.; Adults $7, Children $2 (12 and under); Harvey Convention Center, 2000 W. front St., Tyler TX.For more information, call (903) 839-2501, (903) 561-8964 or (903) 316-9319.

Go first class.

Lone Star Regional Convention

June 4-8, 2014

Wingate Hotel and Convention Center

Round Rock, Texas

http://bluebonnetlimited.com/

Convention Planning

Things to help you get ready for the 2014 LSR Convention

Reported by Riley Triggs

www.bluebonnentlimited.com

Jack Merkel's Lone Star & Santa Fe Railroad layout will be open for an operating session.

The next LSR convention is just a few months away, and we want you to be prepared. Registration information starts on the next page, and the web site is up and ready to take your reservations at: www.bluebonnetlimited.com.

In addition, Duane Richardson and Virginia Freitag have made the contest forms available here so that you can get a head start on reviewing how the Arts and Crafts, Model, and Photography contests are organized. You can even print and fill out your entry form in the comfort of your own home before hitting the road to Round Rock in June.

The 2014 NMRA Lone Star Region Convention

June 4-8, 2014 • Round Rock, Texas • bluebonnetlimited.com

Booooaaarrd! ***Toot! Toot!*** The 2014 Bluebonnet Limited convention will begin on June 4, 2014 with 4 days of fun, fellowship and learning. It will all be available at the Wingate by Wyndham & Williamson Conference Center in Round Rock, Texas, just north of Austin. Read on to hear more about the exciting activities that are planned!

Wimberley, Blanco and Southern Visit

The WB&S is a live steam railroad located in Wimberley. This railroad has a main line of 6,200 feet with 14,000 feet of total track. We will have live steam locomotives and diesel locomotives pulling passenger cars for us to ride. We also will tour their extensive facilities including shops, turntable, train station and yards.

We will visit the railroad in two groups – one group on Thursday and one group on Friday. We will provide buses to transport you between our convention site and the railroad and we will also provide a box lunch for the day.

Prototype Tours

Paul Angenend has lined up two prototype tours. On Thursday, we will have a bus take us to the LCRA car repair facility in Smithville which maintains over 1,100 gondolas used for the transportation of coal from Wyoming to the Fayette Power Project. We will have the opportunity to tour the facility, observe repair operations and ask questions of LCRA employees.

On Friday, we will have a bus to take us to the Georgetown Railroad which hauls crushed limestone from the facilities of Texas Crushed Stone to points in Texas and Louisiana. The stone moves in unit trains of 40 to 120 railcars via connection with UP and BNSF. We will get to observe the mining and rail operations involved in the loading of the railcars and ask questions about the process from mining to interchange with the Class I carriers.

Clinics

Bob Batson has over 60 clinic slots available. Some clinicians already lined up include Mike Barrett, George Bohn, Bob Brindle, B.J. Dorsay, Kennedy Gauger, Frank Houzvicka, Chuck Lind, Terry Nathon, Loren Neufeld, Tom Pearson, and Clarence Zink – with more to come. Topics include module construction, Decoder Pro, reducing derailments, T-trak, mining, turnout construction, trestle construction, European railroads, and more. If you would like to present a clinic, please contact Bob at bobbatson48@gmail.com

Operating Sessions

Phil Sharpnack has organized nine operating sessions with a total of 82 operating slots available. These railroads range from long runs in full scenery to no scenery but a lot of switching. All are HO Scale except Kim Saign's which is N Scale.

On Wednesday evening, you will be able to choose from four railroads: Chuck Ellis's Great Northwestern & Pacific, Pete Guy's Conundrum & Pacific, Jack Merkel's Lone Star and Santa Fe, or Kim Saign's Burlington Northern.

On Friday afternoon, you can choose from Pete Guy's Conundrum and Pacific or Phil Sharpnack's P.H.I.L. line.

The 2014 NMRA Lone Star Region Convention

June 4-8, 2014 • Round Rock, Texas • bluebonnetlimited.com

REGISTRATION FORM

Mail registration or register online using PayPal by May 19
Please print clearly and fill out both pages

Name: *As shown on NMRA membership card*

Name: *As you would like it on your badge*

Mailing Address:

City: **State:** **Zip:**

Email Address:

Home Phone: **Cell Phone:**

NMRA Member Number: **NMRA Exp Date:** *(mm/dd/yy)*

Home Division: **Home Region:** *(if not LSR)*

Accompanying Registrants: *List names as preferred on badges*

Name: **Name:**

Name: **Name:**

REGISTRATION FEES

Primary registrants and accompanying adults (18 and up): **$85**
Accompanying children 6-17 years old: **$50**

Register early and save! Registration fees increase by $10 after April 15

Primary registrant must be a member of the NMRA in good standing. See page 2 for membership options.
Children under 6 are free but do not receive banquet tickets.

HOTEL RESERVATIONS

Wingate by Wyndham & Williamson Conference Center

1209 North Interstate Highway 35, Round Rock, TX 78664
Phone: 512-341-7000 Fax: 512-341-7011

Ask for the Lone Star Region Convention rate CGLSMR

The convention rate is $90.00 per night for 1 king or 2 double bed room.
Rate includes hot breakfast daily!
Make your reservations directly by phone with the hotel.

NOTE: The convention rate is available between June 2 and June 9 only if booked by May 20, 2014.

INCLUDED WITH REGISTRATION

- **Learn** from the best modelers in the region with over **60 clinics** from which to choose
- **Brush up** on your operations skills on the **convention switching layout** and nine available off-site **operating sessions**
- **Tour** the best layouts Central Texas has to offer
- Saturday **Awards Banquet** and Sunday **Breakfast**
- **Visit** local prototype facilities *(extra fare)*
- **Enter your masterpieces** in the contest room
- **Take a ride** on the **live steam** Wimberley, Blanco & Southern Railroad *(extra fare)*
- **Find** that **must-have** item at the silent auction
- **Hear** guest speaker **Bruce Blalock** at the Awards Banquet
- **Non-rail** activities including tours, shopping & clinics
- **Door prizes** and **raffle**

Arts and Craft Contest Rules
Lone Star Region
Of the National Model Railroad Association

A. General Contest Rules

1. The Arts and Craft Contest is open to anyone who is registered at an LSR Region Convention.
2. Each entry must be accompanied by the official LSR (Board approved) entry form signed by the entrant along with the LSR or NMRA Arts and Craft Judging form.
3. Entry by proxy is *not* allowed.
4. There will be no restrictions on the number of articles entered by a single entrant, nor shall any entry fee be charged.
5. Articles will be displayed to permit the maximum inspection (based on space available).
6. Items that have won First (1st) place at previous Regional or National NMRA contests are ineligible.
7. The claim check from the LSR entry form must be presented to obtain the model after the contest.
8. Reasonable care and protection will be provided for entries by the Host Committee and the Judges.
9. No entries will be accepted after Noon on Friday (unless otherwise posted). This will allow the Region Contest Chair and the Host Division to ready the contest room for judging.
10. Judging will be done on Friday evening (unless otherwise posted). The contest room will remain closed from viewing during judging. The room will reopen for viewing Saturday morning.
11. For the protection of the models, no bags, purses, camera bags, or drinks will be allowed in the model display area. You are welcome to take photos for your personal use.

B. Categories

1. Arts and Craft General – Other than Railroadana, Needlework or Theme. Can be from a kit (which includes plans, instructions and materials), Pattern (where the entrant acquires material separately), or an original design from the entrant. Please specify kit, pattern or original.
2. Arts and Craft Railroadiana – Same as General except entry must have a railroad motif. Please specify kit, pattern or original.
3. Arts and Craft Needlework – Same as General except entry is a type of stitchery(knitting, embroidery, needlepoint, sewing, etc.). Please specify kit, pattern or original.
4. Arts and Craft Theme – Same as General except the subject is chose by the Host Committee. The theme subject will be announced at the banquet and in the *Marker Lamp*.

C. Judging

1. Judging will be done by a team of judges
2. Points are awarded in the following categories listed on the LSR/NMRA Arts and Craft Judges' Score Sheet.
    a. Construction and Materials (maximum of 50 points)
    b. Difficulty/Complexity (maximum of 30 points)
    c. Finishing & Display (maximum of 25 points)
    d. Neatness (maximum of 20 points)

Model Contest Rules
Lone Star Region
Of the National Model Railroad Association

A. General Contest Rules

1. Any member of the NMRA, in good standing, is eligible to compete except, Manufacturers and Professional Model Builders. Any commercially built (built by a Professional Model Builder) model is not eligible to be entered.
    a. Manufacturer – Derives the majority (51% or more) of his income from producing detail parts, gearing, drives or kits for the Model Railroad consumers.
    b. Professional Model Builder – Any member who derives the majority (51% or more) of his or her income from model building.
2. Each entry must be accompanied by the official LSR (Board approved) entry form signed by the entrant along with the LSR or NMRA Contest Judging form. Each entry by proxy must be authenticated by the owner/builder with a valid NMRA membership number.
3. There will be no restrictions on the number of models (doesn't include photos, see photo rules) entered by a single entrant, nor shall any entry fee be charged.
4. Unmodified, ready-to-run models are ineligible for the model contest.
5. Models will be displayed to permit the maximum inspection (based on space available), with the minimum amount of handling necessary by the judges.
6. Models that have won First (1st) place at previous Regional or National NMRA contests are ineligible.
7. Models requiring more than ten (10) square feet and/or weighing more than one hundred (100) pounds are at the discretion of the Region Contest Chairman if it will be allowed to be enter, based on available space. Please check before bringing the model.
8. The claim check from the LSR entry form must be presented to obtain the model after the contest.
9. All scales will be combined in the various categories. There will be no division of category based on the scale of the model.
10. Reasonable care and protection will be provided for entries by the Host Committee and the Judges.
11. Neither the Region or the Host Division Committee can assume any responsibility in the event of loss or damage to a model beyond the insurance carried by the NMRA and then only the dollar value that is shown on the LSR Entry form.
12. Judges for the model and photo contest will be selected by the Region Contest Chairman with the help of the Host Division.
13. No entries will be accepted after Noon on Friday (unless otherwise posted). This will allow the Region Contest Chair and the Host Division to ready the contest room for judging.
14. Judging will be done on Friday evening (unless otherwise posted). The contest room will remain closed from viewing during judging. The room will reopen for viewing Saturday morning.
15. Once the model and any supporting material have been placed on the table by the modeler it must be left on the table for viewing. No models are to be picked up and handled (even by the owner) in the contest room since there is no way the Host Committee people in charge of the room know who owns the model.
16. For the protection of the models, no bags, purses, camera bags, or drinks will be allowed in the model display area. You are welcome to take photos for your personal use.
17. No *"politicking"* in the contest room! If you are caught reviewing your model or downgrading other models, you will be asked to leave the room until after judging and voting is completed.

Photo Contest Rules
Lone Star Region
Of the National Model Railroad Association

A. General Contest Rules

1. Any member of the NMRA, in good standing, is eligible to compete except, Professional Photographers. A Professional photographer is any member who derives the majority (51% or more) of his or her income from photography.
2. Each entry must be accompanied by the official LSR (Board approved) entry form signed by the entrant along with the LSR or NMRA photo Judging form. Each entry by proxy must be authenticated with a valid NMRA membership number.
3. You may submit up to ten (10) entries with a maximum of five (5) entries in one category.
4. Prints must be mounted on flat, rigid board or matted with similar material. No folders or grass frames allowed. Photo and mount may not exceed 12"x16" in size. Minimum mount size is 8"x10" and a minimum print size of 5"x7"
5. Photos will be displayed to permit the maximum inspection (based on space available).
6. Photos that have won First (1st) place at previous Regional or National NMRA contests are ineligible.
7. Slides must be in standard 2"x2" mounts, and should be marked on the lower left-hand edge as the slide is viewed.
8. Prints should have the entrants name on the back of the mount. The title of the photo can be on the front but no photo will be accepted with the entrants name on the front.
9. Exposure of the original must have been made by the entrant.
10. The claim check from the LSR entry form must be presented to obtain the model after the contest.
11. Reasonable care and protection will be provided for entries by the Host Committee and the Judges.
12. Judges for the model and photo contest will be selected by the Region Contest Chairman with the help of the Host Division.
13. No entries will be accepted after Noon on Friday (unless otherwise posted). This will allow the Region Contest Chair and the Host Division to ready the contest room for judging.
14. Judging will be done on Friday evening (unless otherwise posted). The contest room will remain closed from viewing during judging. The room will reopen for viewing Saturday morning.
15. For the protection of the models, no bags, purses, camera bags, or drinks will be allowed in the model display area. You are welcome to take photos for your personal use.

B. Categories

1. Model – Black and White Print
2. Model – Color Print
3. Model – Slide
4. Prototype – Black and White Print
5. Prototype – Color Print
6. Prototype – Slide

C. Judging Procedures

1. The following judging system has been used in competitive camera club settings for many years.
2. View all the entries in a category one at a time to get an overview of the field. There should be no commentary between the judges at this point. The entries should be viewed again and each judge should indicate if the entry should stay or be eliminated. During this run through, a positive vote by any one judge will keep the entry in the running. Entries receiving no votes are set aside. During the third (3rd) run through, it requires two (2) positive responses to keep an entry. If the

field is still large, perform another run-through. The purpose of this process is to narrow the field rather than to pick the winner.

3. The judges now have a reasonably small field to select from. At this point considerable discussion is needed and encouraged between the judges as they compare the entries. Prints may be moved about and arranged as the judges seek a consensus. Different teams of judges may likely produce different winners from the field, however this is not surprising, as we are dealing with a subjective medium.

D. Judging Factors

As stated above photo contest are more subjective than model contest. A prize winning photograph is often more a matter of art and luck than execution of technique. Certainly, the photographer is faced with more things that are beyond his control than the model builder, at least where the prototype categories are concerned. Notwithstanding this subjectivity, there are some judging factors that are brought to bear by experienced judges.

1. IMPACT: Best explained by "I wish I'd taken that picture". Given a choice, action is preferable to static scene. In model photography, the choice of the model will contribute to the impact of the picture. Does the photograph reveal obvious, distracting modeling flaws, or has the photographer taken pains to be sure that all of the elements shown work together to produce pleasing results. When the environment is exceptional, or the viewpoint makes the ordinary extraordinary, full credit should be given for the contribution the photographer's sensitivity brought to the subject.

2. COMPOSITION: The arrangement of the forms within the photo should be pleasing to the eye. How well did the photographer use the available space within his format? Did he or she follow the guidelines taught in art and photography classes? If the rules are broken, did the result justify that decision.

3. ARTISTIC APPROACH: This subjective area is where a strongly graphic or symbolic composition may move one judge and a "typical calendar shot" may be moving to another. One tends to evaluate artistic and aesthetic qualities based on one's own experience. What moves us and the degree we are impressed will change as we are exposed to more and better images. A judge should not start out looking for a special kind of artistry, to do so would be imposing personal values, sensibilities, or preconceptions without giving the entries a chance to speak for themselves.

4. LIGHTING: In photography "Light is law". It is the only thing that makes it possible to expose film. Skillfully handled, the result can be a work of art; badly handled, the result is a total failure or a snapshot at best. The photographer should be given full credit for use of multiple flash, supplemental reflectors, or a well developed room lighting, depending on the quality of the execution. The best execution of any lighting system in model photography is one that produces a realistic, natural appearance, without multiple shadows (there can only be one sun!), with accurate color, and without excessively harsh contrast and black holes devoid of details.

5. EXPOSURE: If a print appears washed out, or shadow details are obliterated, it is obvious it was improperly exposed. The judge may decide however, that an unusual exposure was skillfully handled to achieve a desired mood or dramatic effect.

6. FOCUS: Model photographers strive to maximize the appearance of sharpness throughout the photo to achieve realistic results. Generally "selective focus" is not desirable in model or prototype photos, since it produces fuzzy areas that are distracting; but there are always exceptions. The judges must determine whether the photographer achieved his or her goal or not.

7. DIFFICULITY: In prototype shots this relates to motion, lighting conditions (including weather), selection of appropriate viewpoint, inherent danger and the knowledge of special techniques and equipment. Model photography involves a different set of technical skills for close-up work while maintaining adequate depth-of-field. Lighting models adequately can be difficult and complex as well. Since a model may be photographed many times with different settings, there is little reason to see a poorly lit photo of model scenes. A prototype may be available only once.

8. SPECIAL EFFECTS: This would apply to deliberate blurring or panning to accentuate motion, long exposures at night to create light streaks, multiple exposures, shooting through fog or smoke, using filters, print toning, or any other special effects limited only by the photographer's imagination. In model photos, special effects include smoke and and steam simulation, fog, harsh

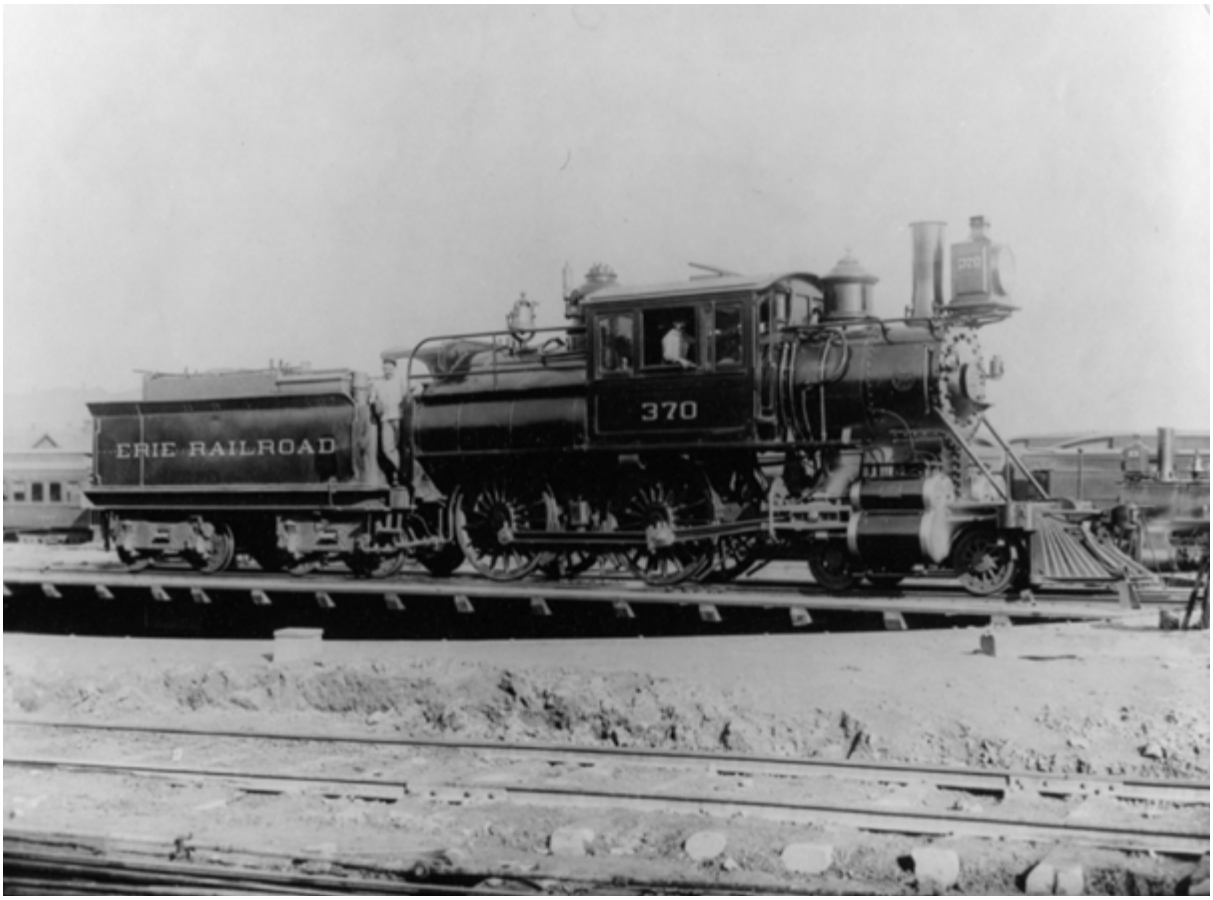
weather conditions and more. The final evaluation should be, as always, a response to how well the effect achieved the desired result: did it work, and is the result pleasing or evocative enough to have made the effort worthwhile.

9. TECHNIQUE: Is the color pleasing, correct or believable? Color saturation should also be evaluated. To some extent this is influenced by the quality of processing: however, weather the result is acceptable or not is a judgment for which the photographer is responsible. An unsatisfactory processing job may be redone. Black and white is more often controlled by the photographer, because more of them process their own. With digital all of this is changing. Good blacks and mid-tones, clean whites, and careful contrast control are essential to all contest-quality black and white prints.

10. FINISH: Consider the impact of the presentation of the entry. Prints should not be blemished or streaked and should be bonded correctly to the mount, with carefully measured borders. Mounts and mats should be clean and neatly cut, lie flat, and not show excess mounting tissue or adhesive around the edges. Slides should be neat and clean, free of fingerprints and scratches, and fixed firmly in their mounts that protect them from damage and hold the film flat. If a slide or print is not suitable for publication reproduction, it should not be considered for an award.

E. Awards

Plagues and ribbons will be given for all First (1st) place finishers in the photo contest. Second (2nd) and Third (3rd) place finishers shall receive ribbons. Honorable Mention ribbons are as deemed necessary by the judges. The decision may be influenced by the size and quality of the field.



LSR Contest
Entry Form

Value of Entry: _____ **Entry No.** _____

Name: _____ **NMRA No.:** _____ **LSR No.:** _____

Address: _____ **City:** _____ **State:** _____

Category: (Check the appropriate box)

ARTS & CRAFTS

☐ Railroadiana ☐ Needlework ☐ Exhibit Only

☐ General ☐ Theme

MODEL

MOTIVE POWER
- ☐ Steam Locomotives
- ☐ Diesel Engines
- ☐ Traction or Other Motive Power

ROLLING STOCK
- ☐ Passenger Cars
- ☐ Freight Cars
- ☐ Maintenance of Way Cars
- ☐ Cabooses

OTHER
- ☐ Complete Trains
- ☐ Structures, Off-Line
- ☐ Structures, On-Line
- ☐ Bridges & Trestles
- ☐ Displays
- ☐ Exhibit Only
- ☐ T-Trak

Novice (See Instruction #8) YES ☐ NO ☐

Kit-Built (See Instruction #9) YES ☐ NO ☐

PHOTOGRAPHY

PROTOTYPE
- ☐ Black & White Print
- ☐ Color Print

Model
- ☐ Black & White Print
- ☐ Color Print
- ☐ Computer Enhanced

☐ Tree

Instructions:

1. This *Contest Entry Form* and the appropriate *Judges' Score Sheet* must be completed for each Entry. Exception: any item entered for Exhibit Only.
2. Entries which have previously placed First in any LSR (region level) or NMRA (national level) contest are not eligible for this contest.
3. If you need assistance or interpretation of any of the categories, please contact the contest chairman.
4. Be sure to declare a value for your Entry in the space at the top of this page, for insurance purposes.
5. Describe your Entry in the space provided on the *Judges' Score Sheet*. You may include information on design, construction methods, finish , materials used, photo setup and printing, background research, or any other information that would aid the judges. You may wish to point out unique features or describe special techniques used in creating your Entry.
6. Supplementary information such as photos or drawings may accompany your Entry: however, these should be held to a minimum. The contest judges are under no obligation to consider such supplementary information.
7. *Photo Contest Only:* You may submit up to ten (10) entries with a maximum of five (5) entries in one category.
8. *Model Contest Only.* In the box above, indicate if you are a novice; i.e., you have never placed First or Second, with a score of 87.5 points or more, at any LSR (region level) or NMRA (national level) model contest.
9. *Model Contest Only.* In the box above, indicate if your Entry is a kit, even if it may be significantly "kitbashed."
10. Complete the attached claim check, which must be presented to reclaim your entry after the contest.
11. I hereby certify that this Entry is of my own workmanship, and that I am a member in good standing of the NMRA and my home region.
12. DO YOU DERIVE 50% OR MORE OF YOUR INCOME FROM MODELBUILDING / MANUFACTURING OR PHOTOGRAPHY? YES ☐ NO ☐

Signature: _____

LSR Contest Claim Check

I hereby certify that Entry No._____ has been returned to me in satisfactory condition.

Date: _____ **Signature:** _____

NOW AVAILABLE!

Color

Pike and Dealer Ads

Pike and dealer ads are now available in color for the same price! Share your railroad or advertise your business to others while supporting the Lone Star Region.

- **Do you have a herald for your railroad?**
- **Is there a unique feature?**
- **What is the name of your hotshot freight or crack passenger service?**

Let everyone know about it with a color ad!

Pike ads are $8 per year and dealer ads are $20 per year.

Checks should be made out to:
LSR NMRA

Then send to:
Donna Orr
2625 Rolling Meadows Dr.
Rockwall, TX 75087

Ads can then be sent as a JPG file attached to an email to:
rileytriggs@gmail.com

Accepting the Challenge

Text and images by Mike Mackey

Main engine facility on Larry George's layout before the move.

View across the 17 X 17 layout prior to the move

I've always been one to try to push myself to the next level. After all, isn't that the way to improve performance and skills? So when our LSR president, Steve Barkley, sent out an email request for assistance in relocating a 17' X 17' layout in December I jumped at the chance to be hired for this project!

Allow me to fill in the back story. Mr. Larry George of Bay City, Texas, began building his freelance layout at age 71. Mr. George spent the better part of the next decade constructing a quality railroad display from the ground up all by himself. You see, Larry was the typical "Lone Wolf" hobbyist. He attended train shows, did his research and built his railroad as he desired. From the substructure to the backdrop and fascia, Larry did it all with no help whatsoever. Operating under the radar, it seems that the only others who knew about Larry's layout were his immediate family.

Mr. George passed away in August of 2013 after having completed his masterpiece a year earlier (if you can honestly say any model railroad is ever truly completed). Because of his love of the Galveston Train Museum, it became a natural fit for his estate to offer the layout to the museum as a replacement for the layout that was lost during Hurricane Ike. Our president, who also serves on the board of directors of the museum, took an exploratory trip to see the layout first hand and was duly impressed. He readily accepted the donation on behalf of the museum and the call went out for a company, or individual, to facilitate the move. That's where I came in.

I solicited the help of another NMRA member, John Garfield (newly elected president of the Cowtown Model Railroad Club, formerly the Lockheed Martin Railroad Activity), and on December 11, 2013 we departed DFW for Bay City. Arriving at 3:30pm (please take note of the time), we walked in and got our first glimpse of Larry's layout; and boy what a layout!

The attention to detail was amazing! There was detail upon detail. From the life jackets and boat paddles in the watercraft to the coiled up water hoses inside of storage lockers in the engine facility. Complete with street lights, telephone poles and train signals, Larry did an absolutely fantastic job on this work of art.

We immediately knew that we had our work cut out for us. Our directive and challenge were to disassemble the layout, make the necessary structural cuts, load and deliver the layout to the museum in Galveston over 80 miles away, and then reassemble the layout to look exactly as it did prior to the move. It was not an easy task as you might well imagine.

After taking numerous photos and videos, we began the tedious task of removing the details, packing

Secondary engine facility and canal scene prior to the move

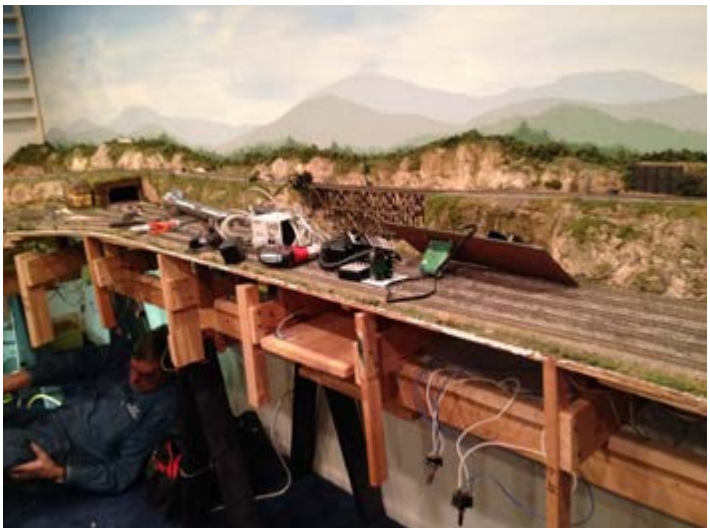
Secondary engine facility and canal scene prior to the move

the buildings and rolling stock and tearing down the layout. Now here's the somewhat sad part. What had taken Larry nine years to complete took us less than 48 hours to dismantle and load into a box truck for the trip to Galveston. At 3:30pm on Thursday (again, please note the time), we pulled out of the driveway of the George home and headed to the museum… no small feat.

Shortly after the delivery of the layout to the museum schedules and the Christmas holidays caused a delay on progress; however, the first week of January saw renewed activity. The first piece was set on Monday, Jan. 6, 2014 and we had trains running by Friday, Jan. 10, 2014.

It was during this reassembly phase that we discovered that the layout was not wide enough to fill the room designated by the museum. A decision was reached that there would need to be an extension added to the railroad in order for this to be a quality display. A 6' X 3" addition was constructed and placed along the back of the existing layout between cuts.

This also allowed for possible expansion in the future as turnouts and additional track were installed. Next came the difficult part of matching the scenery of the addition to the existing scenery that Mr. George had done years before. With extensive study, pains, and time, the finished addition passed inspection.



The demolition begins. John Garfield working on labeling wiring.

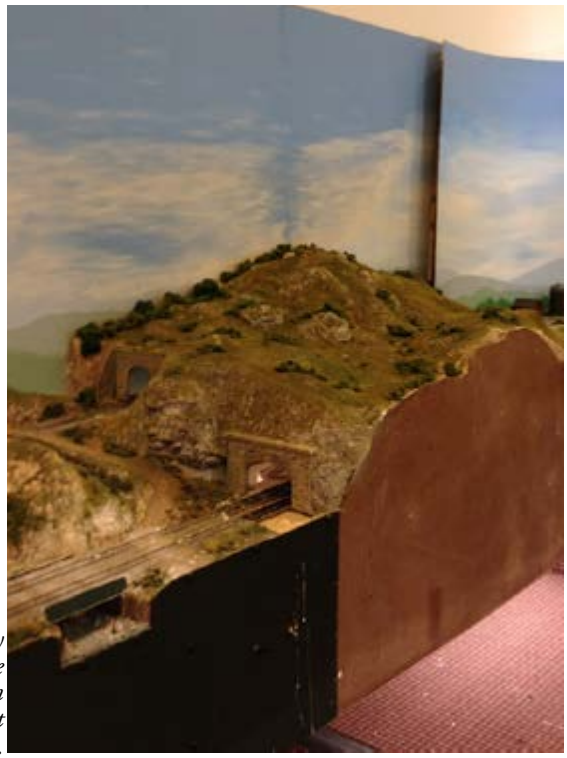
On Jan. 29, 2014 the museum board of directors held its monthly meeting. Also attending the meeting were the daughters and grandson of Mr. George. The smiles on their faces and the comparison of the reassembled layout to photos taken prior to the move indicated just how pleased everyone was with the finished project. Since the museum didn't expect to have the layout up and running until the end of March, to have it finalized 60 days ahead of schedule was a nice bonus. I urge you to visit the museum sometime soon to view this fantastic display. Mr. George would be delighted you did. I know I certainly enjoyed my time with his layout!

After the cuts were made the layout had to be removed through a normal size "man" door.

Electing to move large sections allowed for fewer joints to mate on reassembly. A large rental truck provided the room to move everything in one trip.

The "keystone" section for the layout was the left rear corner. Once this was set in place everything else fit together well.

View of the newly laid track on the layout expansion section.



Scenery nearly completed on the expansion after an all-nighter to meet a deadline.

Panoramic view of the display after details were placed in their original locations.

Close up view of mining area.

Meticulous detail work was a trademark of Larry George's modeling style.

This canal scene is another example of Larry's detail work. The boats have life jackets and oars, and the fishermen carry fishing poles made from paint brush bristles.

One of the intriguing aspects of this passenger platform is that it is located on a declining grade yet the platform matches the track grade perfectly.

Many custom scratch built pieces help give this engine facility wonderful character.

As the day draws to a close, this station clerk takes a moment outside the office for relaxation.

Division 3 Achievement Program Award Winners

Text and photos unless otherwise noted by Gert Muller aka Speed

1.

November

The November Division 3 meeting was held at the Frisco Heritage Museum (http://www.friscomuseum.com) (1) with a special presentation on the history and future of the Museum of the American Railroad (http://www.museumoftheamericanrailroad.org/) that moved from Fair Park in Dallas to Frisco (remember the big Big Boy move?). **Bob LaPrelle** presented the slide show and enlightened us about all the things it takes to move things only 55 rail miles. Who knew it takes 50 gallons of paint to make a Big Boy look brand new! (2)

Again, for the 25th month in a row, Division 3 presented AP Awards to its members.

2.

3.

Don Winn received the National AP Awards for ASSOCIATION VOLUNTEER and MODEL RAILROAD ENGINEER – CIVIL, presented by **Jerry Hoverson**. (3)

Show and Tell was all about what you can do from a simple block of wood, and **Roger Shank** also won a Blue Ribbon at the State Fair of Texas for his Train Platform!

4.

And then our own **Roy Stockard's** photo made it into the NMRA calendar for July 2014 - congratulations again! (5)

5.

6.

7.

photo by Donna Orr

December

The December Division 3 meeting and Christmas party was held at a very special place in Rockwall, the home of **Donna Orr** and **Roger Shank**. (6) Not only were there "11 Christmas trees on different themes: Santa, 2 Reindeer ones, African, Music, Western, Friendship, Disney, Movie, and two (above normal, by my standards) by the fireplace" but also an "animated lighting display with 240 channels of 50,000 LED lights, 1 megatree, 8 midi trees, 10 mini trees, 16 reindeer, 5 towers, 4 arches, 4 ornaments, two talking reindeer, 9 songs all programmed to the music." (7) - Donna Orr

For the 26th month in a row, Division 3 presented AP Awards:

Jerry Hoverson presented to **Jeff Palmer** his Regional AP Awards for AUTHOR and VOLUNTEER (see January 2014 for Jeff's photos).

Mike Mackey received the National AP Award for CHIEF DISPATCHER, presented by **Jerry Hoverson**.

One of the evening's hosts, **Donna Orr**, received the National AP Award for ASSOCIATION VOLUNTEER, also presented by Jerry Hoverson.

Show and Tell was replaced by the White Elephant event where the non-rail items were almost as popular as the rail ones. There was however plenty of show and tell by Donna and Roger about their whole range of rail road scales, from the outside garden railroad (10) to the HO, N and almost Z scale trains inside! (11)

8.

9.

10.

11.

January

The January Division 3 meeting was held at...no, at the normal location in South Garland. It felt like we were gaining plenty of airline miles for a while! **Jeff Palmer** received his

12.

13.

National AP Awards for AUTHOR and VOLUNTEER, presented by **Larry Swigert** and **Duane Richardson**. (12, 13)

Gert Muller received his first Regional AP Award for CHIEF DISPATCHER. He thought he picked the AP Award that takes the longest to complete, and had it done before even starting on the next one!

For the 27th month now, Division 3 presented AP Awards, we are looking for some contenders from the other divisions!

Show and Tell

Show and Tell was a big event, mostly because **Jeff Palmer** decided to complete all his AP Award Structures in one fell swoop (well, almost all!). He have built 3 of the structures during clinics at the meetings, so no excuse that you sat at home alone!

And then came **Skip**, (who must not have slept at all in the last three months) who also explained that one of his buildings are not furnished, but "The door can swing open, it is empty, you are moving in soon!". Skip includes details like gas and electrical meters, sheets of wood on the shelves and had to reproduce a childhood favorite, the Lionel Automatic Gateman, No 145. Even looks like the door could open!

Boyd Patterson showed his Tredegar Iron Works,

14.

15.

16.

17.

in n-scale, and proving that modular kits from different manufacturers can be used together. (18,19)

Duane Richardson even scaled down picture frames, built a brass bed and carved out the bath tub and sink, all in a two story home for an Sn3 layout. And yes, there will be "non moving" ceiling fans too, eventually. (20)

Allen Pearlman showed us in the "Non AP Award Quality" section that you can build something for less than $15 to paint people in bulk. (21, 22)

Duane also gave a great clinic on remodeling vehicles -> first step: take the Ryobi drill to it! (23)

18.

19.

20.

22.

21.

23.

Elf Stories... Part '13!

by Don Kimmel

Who would have believed 13 years ago that we would be still doing the elf? We sure didn't!

Yes, this was our 13th trip on the Kansas City Southern's Holiday Express, and as usual it was more of the same but a bit different.

We knew this year was a year of changes, two of the major (think railroad employees) elves have retired, and we would have a changing of the elves…this was a bit of a concern for many, but, thankfully, there were no big changes…maybe more of a evolution than anything else.

We, that is the "local" elves, knew that more and more of the maintance/up-keep was going to fall in our lap, we just didn't think it would be that much! Actually it was not too much of a problem, we just started a bit earlier than usual… like June! You know they say Santa makes a "list", well, in our case, we had to do one also, and make sure the "proper" departments would receive it… new way of "elfing" to say the least. Of course, then we had to wait for our "requests" to work their way thru the various departments…like accounting, purchasing, mechanical and building/grounds… ah, the corporate world!!

Eventually all of our needs/requests/wants were fulfilled, so we could go to work. Which we did with a bit of vengeance, seeing we were already in September! Dust, clean, repair, replace, renew and repaint bits and pieces of the two cabooses and the stable car was the order of the day. In years past, we could count on the porters to lend a hand, but alas, no help there. To make a long story short, we replaced the "last" light bulb on the morning of November 27th-the day before Thanksgiving! Of course the train was leaving Thanksgiving Day for South Texas…bit tight, but we finished! Of course we still had bagging to do, like 1000+ bags to get ready for Port Arthur, our first stop, on the day after Thanksgiving.

With Thanksgiving so late in the month this year, we knew it would be a "short" run, 20 cities in 24 days-Kansas City was getting 5 days this year-I wonder if it being Corporate HQ had anything to do with that? The majority of the stops this year were going to be on the "north end" of the system. We had not visited most of Missouri and Illinois in a couple of years, so it was their turn. This means COLD! And more COLD! So pack that winter gear!

I was not going to "board" till the "southern leg" was done-a few of us are still gainfully employed-which was December 7th here in Shreveport. Which ended up being the start of the really cold weather, like a high of 39! For the last couple of years, we have had the Shreveport stop at "West Tower" which is on KCS property, a bit out of the way in terms of access, but no issues with the City. Well, when we did our show at the city's downtown Festival Plaza, with plenty of parking, easy access and high visibility, we would usually have 1800 to 2300 visitors. Now with a smallish parking lot, a two-lane road and not real high visibility, the folks came out of the woodwork!

This was the 3rd year at West Tower, and the weather was bad-think cold, 39-degree rain and 15mph wind, should make for a slow night…yea, right! As usual, we sure blew that prediction…we had 3500+ visitors, with traffic backed up about 2 miles, with a 1-hour line wait! We were told that traffic was backed all the way up to the I-220 exit! We did our "usual" early start-3: 30pm, and the last family boarded bout 8:45pm…a long cold evening, but enjoyable for the visitors.

Off to Poteau, Okla. It would be an all night ride, over Rich Mountain-highest place, steepest grade on the railroad, not too bad way to start the trip this year. We woke up the next morning in the yards at Heavner, OK, a safe place to stash us till we head into Poteau later that afternoon. Of course the "daily" routine started…breakfast at 8am, with bagging to immediately follow-if we are "blue flagged" that is-then what sweeping/cleaning needs to be done. What we were not prepared for was the 12 degree temp with 4 to 6" of snow on the ground, had to start the day with the long undies on! As usual, the bagging line always works, like 1 ½ hours worth to replenish our "stock" from the night before.

We finish our mornings work bout 11:45am; so now free time in 15 degrees! Back to the train! We were told we would be leaving for Poteau bout lunchtime, so we should get ready for that night's show immediately after lunch…we should start by 3:30pm…if everything works that is. Of course, things didn't go exactly as planned, we had to wait for a "coal drag" to clear the main, then off to Poteau.

We arrived bout 3:30, when we were suppose to start, and the line was already formed…this is only the second time we have ever visited this town, but they knew how to play the game. A frantic rush to set things up, put the model

trains back on the tracks—we now have 3 different scales of train, so this sometimes is an interesting exercise, considering one layout is on a flat car, exposed to the elements, that is the "G" scale one. Occasionally you must sweep/chip the snow and ice off the tracks, are we having fun yet? This evening the starting temperature was 28, with no wind. Thank you Lord! Our only other stop here we had 2100 visitors, so we expected about the same…wrong, it was Sunday night, so the various churches ran their buses…we ended bout 8:30, with a count of 2700…I guess cold weather does not deter a visit to Santa! Next stop Watts.

We have never been here to do a show before, we have spent the night in the small yard (5 tracks, plus the main), before, it sits in a small valley so its is pretty isolated, of course they made sure we were in the center of the yard, with loaded grain cars on both sides, so guess what our morning view was? Hoppers and more hoppers, as far as one could see, I guess that is better than the loaded tank cars from years past, we maybe safer I guess. We would spend the day in the yard, pull forward to do the show, then push back and spend another night there, at least that was the morning's plan! Watts is a town of 340 folks, so we were not expecting much of a crowd what with a temp of 25, and a 10+ mph wind.

As usual, we were wrong, we had 1400 visitors despite the weather. I guess we should just quit second guessing the "experts"! Back into the yard, a good thing about these smaller towns is we can usually get the fire department to help refill the various water tanks on the cars. Do you know how long it takes to fill a 2500-3000 gallon tank with a ¾" water hose? Well multiply that by 9 cars…HOURS if we are lucky. The volunteers are not responsible for that job, Thank You Lord!

Another cold night in Watts, then we would be leaving for Joplin the next afternoon. This would be the second time in 3 years that we have visited Joplin, so not a big deal, right? Right!

Our show in Joplin would take place at the "old" station, or at least the remains of it. We would have a big field between us and the old station, actually where the old boarding tracks were, so plenty of room for parking, etc. Have you ever seen them "plow" a field –with a snowplow? Another first! They needed to get the 6" of snow off, so they could park the cars. We also found out, that because of the weather, school had been canceled that day and the next… well, that usually means mom is tired of the kids under foot all day," so lets get out and do something, and guess what? The radio says that the Holiday Express is in town, so let's go.!!! " Despite 20 degrees with a wind chill of 5 degrees, the wonderful folks of Joplin came out, like 2900+ in 5 ½ hours! Another record!

Next stop-Pittsburg, KS. We always stop here; this town was the main roundhouse and backshop for the railroad when there were steam engines roaming the system. Now, it is a crew change point and switching/interchange yard. I do not know of any year that we have not done Pittsburg. We always get a good crowd and it is always cold. This year was no different, the usual 2800 visitors and 24 degrees with wind! Nothing-new here.

Our next stop is Slater, MO. What this entails, is a trip to Kansas City, take the Kansas City Terminal Railroad part way around the city, to get to the "old Alton then Gateway Western", then head east for a while…in other words, this was going to be an all night trip, and it was!

When we got up the next morning, we were about 30 miles east of KC, with about 70+miles to go. So the decision was made to advance lunch to noon, so we could bag/clean prior to that afternoon's show, then change to warmer (?) clothes so we could start by 3:30. We did, and for a small farming community in north central Missouri, the Slater folks did not seem to be bothered with the cold.

Actually, it was a "short" night; we were finished by 7:30, and back on the train shortly there after. I guess I should explain something, when we do a show each evening, they always separate (think uncouple) the business train and move it down the tracks a bit to a secluded spot, be ¼ mile or 2 miles. The KCS is very proud of the "Belle", but very protective of it, so keeping it safe is important. What this sometimes means is: there goes your bathroom, and we will have a wait when the show is over. Safety is very, very, very important, so if the Elves have to stand around in the cold another 15 to 30 minutes, guess what wins out…it isn't us Elves! This evening was no exception, but we did have the old station there in Slater to get out of the weather.

Our next stop is Roodhouse, Illinois. This was once a major facility for the Alton, it has a good-sized "Y", with one leg going north to Chicago, and the other south to Alton/St.

Louis. Roodhouse is a one-stoplight town, but they replaced the stoplight with a 4-way stop. So it would be another cold-29 degrees-night, and they were forecasting rain/frozen rain/sleet and snow! Another fun night to be an "up elf"! Well, the weatherman was right, it did all forms of perception possible! I will say that the weather did not deter the folks from visiting us. In fact I met a family who had driven almost 2 hours to see the train! WOW! Another observation, I have never seen so many kids with umbrellas, from Dora to Batman to Pokémon - unbelievable!

Our next location would be Union Station, St. Louis. It has been over 10 years since we visited there, and had no idea what to expect. The trip south was interesting, we used Amtrak rail to go south from Godfrey on, and let me tell you, it was smooth. This is part of the new high-speed route between Chicago and St. Louis. Nice. Of course when we got in close to St. Louis it seemed we wandered all over the place.

They routed us across the "Merchant's Bridge", then through a warehouse district along the riverfront, right by the Arch, which we couldn't see due to the heavy snow! Are we having fun yet? Then we used the elevated light rail section, also used by Amtrak, to back into Union Station. Quite an experience. Due to security concerns, they decided not to leave the Belle under the train shed there at Union Station, rather they "parked" us on a passing siding out side the fence that surrounds the station, like 500 yards away. Of course it was still snowing…like 6 to 8 inches before it quit! Are we having fun yet?

Well, it was a Saturday, so the light rail activity was down, but we still had to cross their two tracks, go along the fence about 75 yards, through the snow, just to get into the parking lot at Union Station so we could bag, let alone any other trips to the Holiday Express! The joy of being an Elf!

The show that day had been scheduled for 1:30-7:30pm, a bit of a change from our "normal" times, so lunch was moved up to 11:30am, with everyone to be in "uniform", ready to go by 12:30pm, because we were due to do a "live" TV feed. Apparently the folks at Union Station had been doing TV ads all week, so the line had already formed by the time we got there for the TV bit, so off we go, another fun time on the Christmas train!

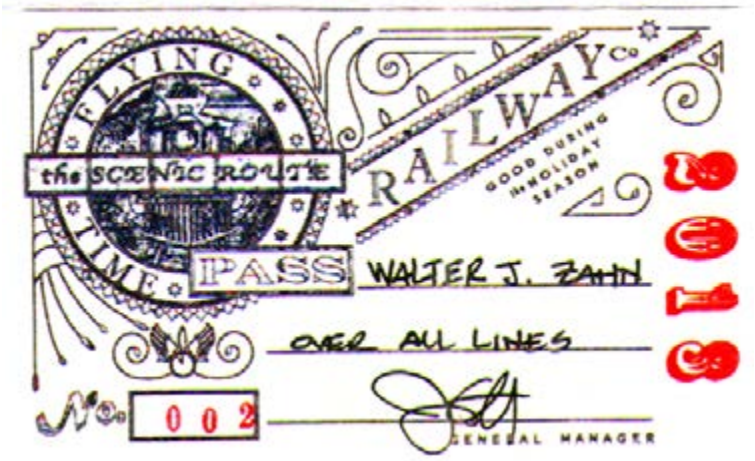
We ended up with over 5000+ visitors in the 7 hours we were there! It was really a lot of fun. Lucky for us, Santa was set up inside the station, so the wonderful folks of St. Louis just walked thru the train. We had a great time there. Of course we still had to trek back to the Belle afterward, which seemed a whole lot further!

We left St. Louis shortly afterwards. Our next stop was Mexico….Missouri, that is! Going to St. Louis and back entailed two crossings of the Mississippi River, each way, really kind of neat!

Mexico is a crew change point for the KCS, so they always turn out for the Holiday Express, and this year was no exception! We were back on our "normal" schedule, breakfast at 8, bag and clean at 8:45, free time (maybe) afterward, lunch at 1, be ready by 3, and start shortly there after! As usual, the folks turned out, we had over 2900+ that evening, in 25-degree weather! Just the usual. Next stop - Higginsville, another small farm town in central Missouri.

You know, after a while, the various stops do tend to blend together, one loses track (sorry, bad pun) the day it is, let alone where you are! You find yourself looking at your calendar to bring you back to reality! Are we having fun yet? Higginsville and Odessa were my last two stops this year, I had to get back south before I became an ice-cube! Actually, to get back to work!

This year, the Holiday Express, had over 66,000+ visitors in 20 stops over 24 days! Another record! And, yes I will do it again! Despite, the weather!



This quarter's special holiday pass features high quality printing and graphics and is from the *Flying Time Railway* submitted by Jerry Eaton from his new residence address 1749 Euston Road, San Marino, CA 91108.

Pass Exchange

Headed by Walter Zahn

The Pass Exchange Program is yet another fun way to connect to other model railroaders through printed ephemera you have created. Railroad passes were distributed by railroads to their employees, associates and partners as well as employees of other railroads for courtesy travel on their system. Many modelers recreate this tradition by printing and distributing passes for their own railways as a way to extend and share their modeling efforts.

Here's how it works

Walter Zahn continues to spearhead the Pass Exchange Program for the LSR. To participate in the program, send Walter two of your passes, and in return you will receive a pass and a list of active pass exchangers. Walter will review the passes he receives and share one in each issue of *ML*.

Send passes and any questions or inquiries to:

Walter Zahn
3309 Point East Drive
Mesquite, Texas 75150-2645

Nominations

By Blake Bogs

First off, I want to thank everyone for the opportunity to serve as the chair of your nominations committee. As chair, I hope to bring in the best volunteers for our organization. We have a great group of volunteers in office right now, but several are ready to move on to new positions. I am asking you to consider running for a position in our organization. This year we have elections for several positions. These positions are Division 2, 4, 6, and 8 directors and all of our directors at large.

Now the question you're probably asking right now is why would I want to volunteer??? That's a great question with a great answer! First, this is a great opportunity to interact and get to know fellow modelers in your community. It allows you to host meetings in your community, judge models for your friends, and play trains all while volunteering for the NMRA.

Who doesn't like having fun playing trains with their friends! Volunteering for our organization is not only a great way to serve in the hobby, it can also lead to other more personal benefits like working toward becoming a Master Model Railroader. Did you know that by volunteering for a position in our organization that you could start receiving volunteer hours for your MMR Volunteer Certificate? And if you run for certain positions, you can receive your MMR Official Certificate.

Volunteering for a position in our organization doesn't require you to model or build a layout. I may be a little biased, but I consider this organization one of the best organizations in which to volunteer. We have some of the nicest, caring individuals who will do anything for you, whether or not it has to do with trains. It just takes a little time and commitment.

So now you're asking… Blake, where do I sign up? Well there are a number of ways to volunteer. First you can go to the Lone Star Region website (you were just on it to access the *Marker Lamp*). Go to the left side of the page and click on the Officers/Departments tab. At the top of the page it has a link that says Interested in running for office...click here. Just click that tab, print the page, and fill it out. Then mail it to:

Blake Bogs
Attention: NMRA Nominations Committee
8202 Pine Thistle Ln.
Spring, TX 77379

Your second option is to email me at and tell me you are interested. I will make sure we get you the right paperwork.

Your third option is to talk to your Region Director or another official in the NMRA. They will help you get in touch with either me or my co-chair, George Bohn. My personal number is 713-254-7447. I'm mostly available in the evenings. I'm attending college during the day, but if I'm not in class, I will be happy to talk to you about this amazing opportunity!

Thanks for taking your time to read this and happy modeling!

Blake Bogs
Nominations Chair

Youth Program Membership

By Bob Mangrum, MMR

The Youth Membership Program is an excellent way for the members of the LSR to bring new and young members into the NMRA and to become involved in what is truly the "world's greatest hobby.

This is the stated objective of the Youth Membership Program as found in Article VI of the LSR bylaws. The program is designed to sponsor up to nine young people with one year memberships in the NMRA. The total number is determined as one nominee for each division and one nominated by the elected officers and directors at large.

These nominees can originate from nominations by individuals who are members of the various divisions, clubs that are located within the divisions, and/or the division director. The proper form and a short sketch explaining why the candidate should be considered, including comments about the young person's interests and activities in model railroading comprise the application. Please refer to the bylaws for more details. If you have questions, please contact me by e-mail at: rmangrum6@hotmail.com Looking forward to announcing more awardees for 2014!

News

Louis Harold Schultz

(June 4, 1940 - February 4, 2014)

Louis Harold Schultz, a retired attorney and member of the Louisiana Bar Association, passed away on Tuesday, February 4, 2014 at the age of 73.

Beloved husband by first marriage to the late Barbara Legier Schultz and by second marriage to Dolores Paysse Schultz. Loving father of Monica Peterson (Craig) of Daphne, AL, Germaine Kearney (Charles) of Pass Christian, MS and Vanessa Studdard (Brandon) of Summit, MS. Son of the late Henrietta Vorbusch and Alton Schultz. Brother of Lois Dale and Alton Schultz, Jr. Also survived by seventeen grandchildren and four great-grandchildren.

Mr. Schultz was a graduate of Fortier High School, LSUNO and Loyola Law School. He was a founding member of Tau Kappa Epsilom Fraternity.

He was a founder of the Crescent City Model Railroad Club. He was a life member of the National Railroad Association as well as a member of Chesapeake and Ohio Historical Society.

Relatives and friends of the family are invited to attend the memorial services on Tuesday, February 11, 2014 at E.J. Fielding Funeral Home, 2260 W. 21st Avenue, Covington, LA 70433 at 12:00 noon with visitation on Tuesday from 10:00 AM until service time.

Lou's contributions to the Model Railroading Hobby are almost endless. He entered the hobby in an attic in New Orleans in the 1950s. He modeled the Chesapeake & Ohio Railroad from Clifton Forge, Virgina to Hinton, West Virginia, and personally walked every mile he could of the actual route. He was a member of the C & O Historical Society and a Life Member of the Lone Star Region of the National Model Railroad Association.

Lou with his many friends in the 60s, Bill Williams, Andy Sperandeo and too many others to mention, were running trains on a model of the C & O Railroad that he studied and understood, working according to a time table, doing it the way the real railroads did it, long before most us had heard the word "operations." Two more stops along the way lead him to the present location of the layout in Covington, La.

Lou served as chairman of two Lone Star Region conventions, one in the seventies and one in the nineties, both held in New Orleans. (June 1974 –Chairman)(June 1979 – chairman) He was the founder and moving force behind the creation of the Crescent City Model Railroad Club that is still operating today. CCMRC founded 1956, incorporated in 1969, permanent clubhouse acquired in May 1973. Lou was a creator and always had room for one more new person at his many operating events.

In lieu of flowers, the family requests contributions in memory of Mr. Schultz to be made to the charity of your choice.

Phil M. Chamberlain

(September 21, 1922 - Feb. 10, 2014)

The founder and creator of RailOp, Phil Chamberlain, passed away on Feb. 10, 2014. at the age of 91. He was a long time operator, but is best known as the man who conceived and developed the model RR computer operating system called RailOP.

Phil requested that his services be only a family affair. Philip M. Chamberlain died peacefully on Monday, February 10, 2014 at his home in Plano, Texas. He was born to the late Mr. and Mrs. Philip M. Chamberlain Sr. on September 21, 1922 in Keokuk, Iowa. Phil is survived by his beloved wife of 51 years, Nanetta (Nan); his three children, sons Gene and Dennis, daughter Nicole; four grandchildren and five great grandchildren.

In lieu of flowers, the family is requesting that donations be made to the Wounded Warrior Project, P.O. Box 758518, Tampico, Kansas 66675. Family visitation will be held on Friday, February 14, 2014 from 1:30-2:30PM at DeBerry Funeral Home located at 2025 W. University Dr, Denton, Texas 76201. Graveside services will be conducted by Ron Pyle on Friday, February 14, 2014, 3:00PM at Roselawn Memorial Park located in Denton Texas.

Annual Meeting

Text and images by Riley Triggs

The board, committee chairs and invited quests meet in February at the 2014 convention headquarters in Round Rock, Tx for the annual meeting.

The 2014 annual meeting of the board of directors for the Lone Star Region took place on 1 February 2014 at the Wingate Hotel and Conference Center in one of the rooms that will be used for the *Bluebonnet Limited* convention this summer. Directors of the divisions as well as committee chairs gave reports of their activities from the past year, and their plans for the coming year. There were also reports by convention chairs from last year's *Lone Star Express* in DFW, this year's *Bluebonnet Limited* in Austin/Round Rock, and next year's convention to be held in Beaumont.

A major topic of discussion was about the way profits from the convention raffles were to be divided between region and host committee. After discussion, a vote was taken to allow the host committee to keep 100% of the profits from the raffle.

The next meeting of the board will be held at the convention immediately following the open member's meeting.

Directors' Reports

Cowcatcher Division 1

by Chris Atkins
chris@railroadermodelers.com
214.222.1285
cowcatcherdivision.com

As I write this, we have what appears to be another excellent Dallas Area Train Show happening. Saturday's crowds appear to be very heavy, which is very promising for the future of the hobby. The Cowcatcher Division has once again stepped up to the plate and done its part to ensure another successful show year. Thanks to all the members who helped make that happen. Also, thanks to Division 3 Membership Chair **Larry Swigert** for organizing the LSR booth for the Plano show.

Train shows can be a lot of the same old, same old. It seems like from year to year the same vendors bring the same merchandise and it is very difficult to find surprises. However, it's been my experience that our local shows provide a level of energy and enthusiasm second only maybe to the LSR conventions.

I can't count the number of old friends that I met and shook hands with during the first hour at the Plano Centre Saturday. In many ways it's like a homecoming; everything is very comfortable and familiar and the train show feels like an old friend itself.

My favorite part of any train show are fellow hobbyists that bring their excess inventory from their own personal hobby shop under the layout. A lot of times one person's junk is my junk too, but there is almost always a nugget in there somewhere.

Now that I'm building a layout again, I can think of a lot more things that I am missing. Not only did I add a new fallen flag, the Burlington Route, but I am changing eras from 1954 to 1967, so I need to modernize my collection. There seems to be more fans of the CB&Q around North Texas than my other favorite railroad, the Northern Pacific. Probably because of the Ft. Worth and Denver and Burlington-Rock Island are local to the area. Or maybe it's all the midwest transplants.

Anyway, I hope you were able to make it to the Dallas Area Train Show as well. If not, there are other shows coming up, maybe not as convenient. Either way, I hope to see you all in Ft. Worth in November.

Until then, I am still trying to find a new home for regular meetings. Also, If you are working on your NMRA Master Model Railroader and need Volunteer points, let me know. I would love to have some help organizing meetings and getting back on a regular schedule.

Take care,
Chris

Bayou Division 2

by Rod Fredericks
fredericks.rod@gmail.com
225-939-0187

The holidays have come and gone, and football is down to a few remaining playoff games, so with these distractions past it's time to get back to model railroading. Not that it hasn't been there all along over the past month or so. A lot has happened in the division. Working with **Art Houston** (LSR Director at Large), **Dick Schneider** (past Division 2 Director) and other clubs and model railroaders, in November we were able for the first time in recent memory to have coordinated activities in observance of Model Railroad Month. This included operating sessions and open houses at several clubs and home layouts. The number of visitors was very encouraging, and bodes well for interest in the hobby and more events in the future.

The Crescent City Model Railroad Club (New Orleans area) also held a number of open houses during December. They are actively recruiting new members. Anyone interested in finding out more about this club should visit their web site (http://www.ccmrc.com/).

And the Greater Baton Rouge Model Railroad in Jackson, LA www.greaterbrrailroaders.com/ continues their activities and open houses. Like our Mid-South Model Railroad Club here in Baton Rouge and the Crescent City Model Railroad Club, they are 100% NMRA club. This is a great place to visit about an hour drive north of Baton Rouge. They have a number of layouts, and function as a museum. They have inside and outside layouts in just about any scale and gauge from Z to 1:1, and even an authentic old town station, a number of vintage railroad cars, and a steam locomotive.

The first 2014 operating sessions at the Mid-South Model Railroad Club is scheduled for early February, which will probably have occurred by the time you read this. (The dead line for submission of this article is 15 January.) Operating sessions on **Art Houston's** fine layout in Houma, LA. are also planned. If you are interested in attending one of these sessions drop our club's operations chairman, Art Houston, an email (ahouston3@charter.net) to get on the list. For other information about the club and layout, the MSMRC website is www.midsouthmodelrrclub.com/. Art Houston also has a fantastic website with many video tutorials, layout tours, and links (www.grandepacificmodelrr.org/).

The Louisiana Rail Run will occur in late February. This is an annual event where model railroaders from nearby states are invited to operate on layouts in the southeast Louisiana area.

Upgrades to the Mid-South layout continues. By the time of publication the power plant area and the signaling system's sixth node will be finished, with the seventh (of eight) nearing completion. The last node however, will have to wait for a thorough rebuilding of the Shreveport area, about 100 sq. ft., which is planned to start immediately after Louisiana Rail Run .

On the home front, work continues on my layout, although my current effort is concentrated on one item, Banta Model Works' Rico Mill. This thing is huge!

So, that's all for now. Happy Model Railroading.

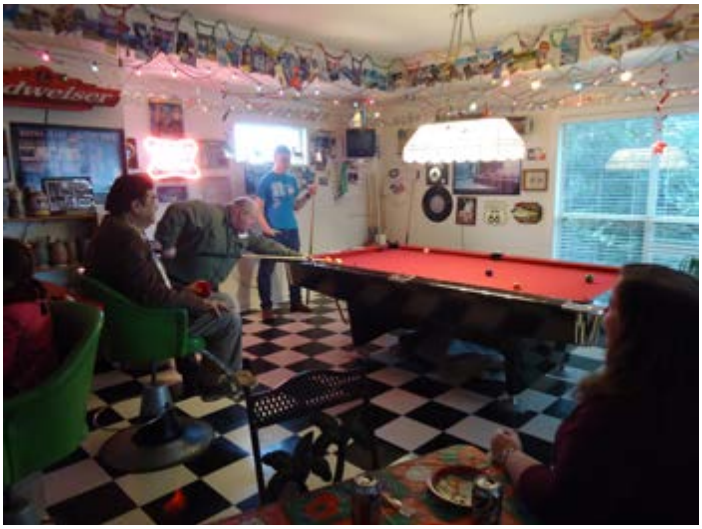
North East Texas Division 3

by Jerry Hoverson, MMR
jhoverson@tx.rr.com
972.540.5315

Greetings all, hope you had a great holiday and have been working on those cold weather projects because it's been coooooold. I lost several limbs on a bunch of trees with that ice storm we had.

Division 3 has had a great start on the weather, we had our annual December meeting with the White Elephant gift exchange. This time we had it at **Donna & Roger's** house instead of the library and the spouses were also invited!

We had over 60 people at the party, and there were lots of decorations, with all kinds of fun things to do, and layouts to see. I'd like to publicly express my sincere thanks to Donna & Roger for opening their home for the event. And thank you again to Donna and my wife, **Phyllis** for preparing all the food - it was fantastic!



There was our annual White Elephant gift exchange, which was a ton of fun as usual, and even white elephants for the spouses. There was a lot more stealing this year, sorry **Brian**. He was not able to keep the train phone!

Then to add to the fun, **Larry Swigert** came through again for us. hank you, thank you, thank you. Larry was able to obtain more than $2,500 worth of giveaways that we held

drawing for, including rides on the Durango & Silverton and the Texas State Railroad. Not only that, but **Bart Bartholomew** donated a locomotive shown in the middle to give away.

So up next is our annual Model Railroading 101 meeting in February where we get to meet and greet the new members signed up at the Plano Train Show and catch up on basics for those already attending the meetings.

Take care all and get working on your latest project, but most of all get involved and have some railroading FUN!

CenTex Division 4

by Jack Merkel
ElmerMerk@aol.com
512.355.3289

CenTexNMRA.org

We held a Division meeting on Saturday November 23 at the Round Rock Library. **Frank Glatzl** presented a clinic titled "How to scratch build turnouts". Frank uses a printed template with some printed circuit board ties tacked to the template. He then solders rails to the PC ties.

Tom Pearson rigged up a two camera system to project an image of Frank's work through our projector onto the wall screen. This allowed everyone to see what Frank was doing without crowding around his table. One camera was mounted vertically above the work area and the other was off to the side. This gave two different views of Frank's work.

We had our show and tell table with several items shown. After the social time, we picked the winners of the gift certificates for Kings Hobby Shop with our Deal or Duds program. After the meeting, we toured **Phil Sharpnack's** P.H.I.L. – Pacific Hauling & Industrial Lines Southwest Branch RR. Phil's railroad operates from points East of Clovis, NM to points West of Flagstaff, AZ.

Our next Division meeting will be on Saturday Feb 8 at 10:00 am which will be after this goes to press. **Jerry Wilson** will present a clinic titled "Building a Stamp Mill". We will have our normal show and tell table, social time and

Deal or Duds program. After the meeting, we will tour **Rod Reames's** Denver Rio Grande & Southern Pacific RR.

Phil Sharpnack's Pacific Hauling & Industrial Lines Southwest Branch RR

Our meeting in May will be on Saturday May 10 at 10:00 am at the Round Rock Library.

The library is located at 216 E. Main St. in Round Rock. On I-35, exit at RR 620 (Exit 252B) and proceed East on RR 620 for a few blocks to the intersection with Main St. and continue East on Main St. for another block and half to the library.

We do all communications about our Division 4 meetings via email. If you are not receiving emails about our Division meetings, that means I do not have a valid email address for you. Please send your email address to Elmermerk@aol.com

On the operating front, **David Barrow**, **Pete Guy**, **David Nicastro** and I have routine operating sessions.

Division 5

by Dave Lamberts
DavidWL1944@aol.com
806.792.7244

Dave couldn't file a report this issue. He'll be back next issue.

Division 6

by Tom Crosthwait
t.crosthwait@sbcglobal.net
210.647.3261

Clubs are still the mainstay of activity in the San Antonio, south Texas area. SANTRAK, a 100% NMRA club, is preparing for the upcoming jamborees this winter and spring. They have put together a nice array of N-Track modules, T-Track and some "Z" scale modules to display at the area shows.

Another group has become active in the area. The European Train Enthusiasts, ETE, are gaining momentum and participating in shows all over Texas. Their numbers are increasing and members are traveling all over the U.S. and some even making the overseas trip to follow their favorite railroad.

AMRE's fall show brought it a large number of exhibitors and vendors. They continue to work on their layout located at the Texas Transportation Museum.

SAMRA is getting ready for their show in late January. Progress is being made on the San Antonio & Northern Railroad located in the Bob Clark Rail Heritage Center. SAMRA's show will be at a new venue in San Antonio, "Carmack Event Center." A new location always brings a little apprehension, but the center is located off Austin Highway not far from Loop 410.

My personal modeling time has been greatly reduced. I am currently scratch building a station and REA building for the SAMRA layout. I have just finished and installed a wooden trestle underpass.

I hope that the New Year has brought happiness and some extra modeling time.

Division 7

by Don Kimmell
elf4kcs@mac.com
318.798.7718

Greetings from North Louisiana. I hope everyone had an enjoyable Holiday Season.

First off, I want to remind everyone that this is the season for train shows in this part of the LSR>

We kick off the season with the Longview Show, the first weekend in March 1st and 2nd. It will be at the usual place, Fairgrounds Exhibit Building, Maude Cobb Convention & Activity Complex, off Hwy 31 on Jaycee Drive. As usual, Junction & East Texas Train Society sponsors it. If you want or need any more info, contact Bill Pyle, at 903-522-1281. This is our "biggie" show up here, so I hope to see you there.

Next up is the Tyler show, the third weekend in April; this is a nice small show.

And then on 17th & 18th of May we have Jefferson Train Days. While this is not a big show, it is a fun time. There will be a number of Vendors. Not many, but it is a fun place. Jefferson is an antique shopper's Mecca…. I am sure the ladies can find something to spend the money on! Questions or further info, contact **Norman Buell**, at 903-665-7682 or cell 903-240-6039. Norman has planned a number of "new" things to do…I heard mention that there maybe a cowboy shoot out down by the narrow gage train…should be fun!

Now for the "local" news. **Tom White** is in the process of building a small layout for the local SciPort here in Shreveport. They wanted to have a display of trains in the Canadian Rockies. It should be done sometime this spring.

The ArkLaTex Club did their annual 2 weeks at the Shriner's Hospital in December. I could not participate

this year, as I was doing the elf bit with the KCS's Holiday Express. I understand they, meaning both the club members, staff and patients all had a great time. A very rewarding event.

That is about it right now. Hope to see a few folks at the upcoming train shows.

Now go and play trains!!

Texas Gulf Division 8

by Leslie Bodak
lbjbodak@gmail.com
281.486.0709

Division 8 had a very busy fall with our annual Fall Open House Tours. This a very exciting time for model railroad enthusiasts and a great way to introduce the hobby to the public. A very special Thank You to all who graciously opened their homes to share their layouts and love of the hobby.

Houston has several train shows scheduled in 2014. The San Jacinto Model Railroad Club's 2014 Greater Houston Train Show will be held on Saturday, February 15 at The Stafford Center in Stafford, Texas. There will be a contest room and clinics throughout the day. The Houston Railroad Museum will be having a train show in September. More information will be provided as it becomes available. The Galveston Railroad Museum will hold their annual train show in October. Stay tuned for more information!

In April, Division 8 will be having their annual chili cook-off and meeting. The date has not been set, but it will be held in April at the railroad station in Alvin. Alvin is a great location for railfaning, photo opportunities and spending time with fellow model railroaders.

The Division 8 Clinics begin in May and run through September.

Division 8 is now on Facebook. Like us at Lone Star Region – Division 8

Leslie

Invitation & Open Call for the

Lone Star Free-Mo Meet

Friday April 4th to Sunday 6th, 2014
Historic Santa Fe Passenger Depot & Harvey House
Brownwood, Texas 76801

Come join us in the geographic center of Texas for a BIG weekend of Free-Mo Model Railroad operating fun in the restored 1909 Gulf Colorado & Santa Fe Passenger Depot

TWENTY Plus Hours of Free-Mo MRR Operating Time Available for this Meet!

Other Onsite Activities Available:

Martin & Frances Lehnis RR Museum / Brownwood RR Heritage Festival Activities.
Vendor Room Shopping at Martin & Frances Lehnis Railroad Museum.
Historic Tours of the Restored 1909 Gulf Colorado & Santa Fe Depot & Harvey House.
Onsite Rail Fanning of the busy BNSF Lampasas Sub Main Line.
Depot Park Static Display of GCSF / Santa Fe Prairie Steam Locomotive 1080.

Lone Star Free-Mo Meet Sponsored By:

Lehnis Heart of Texas Model Railroad Club
Martin & Frances Lehnis Railroad Museum / City of Brownwood Texas
Brownwood Convention & Visitors Bureau / Brownwood Chamber of Commerce

Free-Mo Event Contact Information:

Jim Howell (325) 646 6137, *jahowell1bwd@yahoo.com*
Dave White, Lehnis Heart of Texas MRR Club, *lhotrr@yahoo.com*

Lone Star Free-Mo Meet Participants must register by March 1st, 2014.

RV & Trailer Camper hook-ups are available near the Depot & Lehnis RR Museum.
Vendor spaces available / Area & Event location maps available upon request.

Ya'll Come!

Treasurer's Membership Report

By Donna Orr, Treasurer

At the beginning of October 2013 the membership was 996 and at the end of December 2013 the membership was 1042.

Please welcome our new members listed below:

Jack Kelly – Mansfield, Tx	1
Paul Stauder – Metarrie, La	2
James Payne - Marrero, Tx	2
Sherman Lytle – De Riddler, La	2
Phil Randall – Red Oak, Tx	3
Robert Austin – Point Tx	3
Daniel Bass – Frisco Tx	3
Steve Riedisser – Garland, Tx	3
Jerry Bryant – Georgetown, Tx	4
David White – Harker Hts, Tx	4
Erik Williams – Cedar Creek, Tx	4
Kevin Junek – Cameron, Tx	4
James Bush – Copperas Cove, Tx	4
Robert Look – Leander, Tx	6
Richard Plantz – Katy Tx	8
David Rosethol – Seabrook, Tx	8
Jerry Pollard – Cypress Tx	8
David Conway – Seabrook, Tx	8

Company Store Report

By Matthew Latham, Dispatcher Chair

All cars sold out.

Other items available:

Cloth Region Patches $5.00 each (Only LSR Life – 35 avail.)
Auto/Window Region Decal $ .50 (1 avail.)

N Scale (13 avail.) Nevadun Decals $2.00 per sheet
HO Scale (8 avail.) & N Scale (22 avail.) Daw Cha Southern Decals $3.00 per sheet

Shipping
Please add $1.00 for patches and decals

Matthew Latham, Dispatcher
2320 Hickory Leaf Lane
Flower Mound, TX 75022-4945
972-358-6168
E-mail: mklatham@verizon.net

Treasurer's Report

By Donna Orr, Treasurer

For the Third Fiscal Quarter of 2013/2014

Beginning Balance 11/01/2013	
LSR Checking Account	$ 5,315.82
Vanguard CD Fund	$20,355.85
Vanguard Convention Fund	$10,003.98
Acct receivable for 2014 Convention	$2000.00
Total LSR Net Worth	$37,675.65
Not included in Total LSR Net Worth	
Funds Held For Division 4	$3,501.10
Funds Held For Zahn Donation	$200.00*
Funds in escrow pending raffle resolution	$1,439.17
LSR Proceeds	
Vanguard CD Fund Interest	$ .51
Vanguard Convention Fund Interest	$ .24
Total Proceeds	$ .75
LSR Disbursements	
Total Disbursements	$ 0.00
Net Proceeds/ Disbursements	$ .75

Ending Balance 1/30/2014	
LSR Checking Accounts Total	$5,315.82
Vanguard CD Fund	$20,356.36
Vanguard Convention Fund	$10,004.22
Acct receivable for 2014 Convention	$2,000.00
Total LSR Net Worth	
$37,676.40	
Not included in Total LSR Net Worth	
Funds Held For Division 4	$3,501.10
Funds Held For Zahn Donation	$200.00*
Funds in escrow pending raffle resolution	$1439.17

* These funds are restricted and will become unrestricted at $200.00 per year in April to comply with terms of donation.

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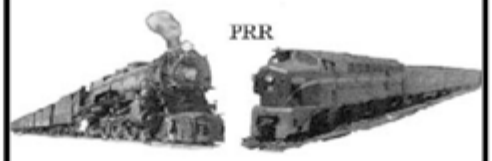

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Next Issue
May 2014

Deadline for submissions is April 15

The Marker Lamp

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